

## Kiers, Roger

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**From:** Eric Delony [pontist@comcast.net]  
**Sent:** Wednesday, November 17, 2010 11:10 AM  
**To:** Kiers, Roger  
**Subject:** McMillin Bridge

Dear WSDOT:

Puyallup River (McMillin) Bridge (1934), designed by Homer Hadley for the Evergreen State, is by far the grandest of the concrete truss bridges surviving in the US. Its massive members is a rare and unique example of a reinforced-concrete through truss bridge construction. The form of its members are so massive and unique that you can walk through them. The bridge is a renowned expression of the innovative talents of Homer Hadley, a Northwest pioneer engineer, the chief state bridge engineer, and the meticulous building skills of its craftsmen that built this massive structure.

At 210ft overall, it was the longest concrete truss span in the country at the time of its construction. Though simply supported, concrete would become the favored material of the Interstate Era in the form of prestressed concrete beams twenty-two years later.

It has been listed on the National Register of Historic Places by the US Department of the Interior, a distinction that further attests to its national significance. Recorded by the Historic American Engineering Record (HAER) in 1993, a program of the National Park Service, interpretive drawings that show how it was built, photographs and a history are deposited in the Library of Congress' national collection further attesting to its national significance.

That the state agency, WSDOT, would want to demolish the landmark legacy of one of Washington State's most innovative engineers (Hadley designed **Lacey V. Murrow Memorial Bridge** (1940) unique floating pontoon bridge across Lake Washington six years later) is tantamount to ridiculous when a new bridge could easily bypass McMillin leaving it to be admired in perpetuity as a pedestrian and bike-way bridge commemorating one of the great civil engineering works of Washington State. One could draw parallels between old and new if a prestressed concrete beam bridge is built adjacent to McMillin. The old bridge is not going anywhere soon unless it is wantonly destroyed.

Eric DeLony  
Chief (Emeritus), Historic American Engineering Record, National Park Service